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ECONOMIC AND ENVIRONMENTAL QUESTIONS: REPORTS OF SUBSIDIARY BODIES, CONFERENCES AND RELATED QUESTIONS: TRANSPORT OF DANGEROUS GOODS

Work of the Committee of Experts on the Transport of Dangerous Goods

Report of the Secretary-General

SUMMARY

In accordance with Economic and Social Council resolution 645 G (XXIII) of 26 April 1957, the Secretary-General reports biennially to the Council on the work of the Committee of Experts on the Transport of Dangerous Goods. In the present report, the Secretary-General brings to the attention of the Council the work done by the Committee and its subsidiary body during the biennium 1993-1994.

The Committee adopted new and amended recommendations on the transport of dangerous goods and finalized the rationalization of its "Manual of Tests and Criteria" for the classification of dangerous goods. The Committee requested that these new and amended recommendations be compiled in a new revised edition (the ninth revised edition) of the Recommendations on the Transport of Dangerous Goods, and that this revised edition be published in all the official languages of the United Nations not later than the end of 1995. It also requested that the "Manual of Tests and Criteria" be published in English

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and French not later than the end of 1995, and in all the other official languages of the United Nations as soon as possible.

The Committee took steps to give effective follow-up to Agenda 21, in particular to chapter 19 on "Environmentally sound management of toxic chemicals including prevention of illegal international traffic in toxic and dangerous products". In order to cooperate more efficiently with other international organizations concerned, the Committee prepared a draft resolution (II), on its role in the development of a harmonized system of classification and labelling of chemicals for implementing chapter 19 of Agenda 21, for recommendation for adoption by the Council.

The Committee included in its programme of work for 1995-1996 an item on the reformatting of the Recommendations on the Transport of Dangerous Goods into a model regulation in order to facilitate, in future, implementation of the Recommendations through national and international regulations.

The Committee is recommending two draft resolutions on its work for adoption by the Council.

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I. DRAFT RESOLUTIONS FOR ADOPTION BY THE COUNCIL

1. The Committee of Experts on the Transport of Dangerous Goods recommends to the Economic and Social Council the adoption of the following draft resolutions:

DRAFT RESOLUTION I

Work of the Committee of Experts on the Transport of Dangerous Goods

The Economic and Social Council,

Recalling its resolution 1993/50 of 29 July 1993,

Noting the increasing volume of dangerous goods in world-wide commerce and the rapid expansion of technology and innovation,

Bearing in mind the continuing need to meet the growing concern for the protection of life, property and the environment through the safe transport of dangerous goods while facilitating trade,

Aware that, in order to achieve internationally harmonized laws, the Economic Commission for Europe, the specialized agencies and other international organizations involved in activities related to the transport of dangerous goods and interested member States have responded positively to the Council's various resolutions adopted since 15 April 1953, and that, being committed to taking the recommendations of the Committee of Experts on the Transport of Dangerous Goods as a basis for the formulation of their requirements and regulations, including those concerning labelling and classification, those organizations therefore rely on the work of the Committee,

Noting the activities of the Economic Commission for Europe and the Central Office for International Carriage by Rail, as well as projects of other international organizations for restructuring their regulations applicable to the transport of dangerous goods,

Noting also the advice of the Committee of Experts on the Transport of Dangerous Goods to the effect that reformatting the provisions applicable to all modes of transport contained in the Recommendations on the Transport of Dangerous Goods into a model regulation, annexed to a basic recommendation, that could be directly integrated into all modal national and international regulations would enhance harmonization, facilitate regular updating of all instruments concerned by the relevant organizations or regulatory authorities, and result in overall considerable resource savings for the Governments of the member States, the United Nations, the specialized agencies and other international organizations,

1. Takes note of the report of the Secretary-General on the work of the Committee of Experts on the Transport of Dangerous Goods during the biennium 1993-1994 1/ and of the new and amended recommendations approved by the

Committee for inclusion in its existing recommendations, 2/ including a rationalized "Manual of Tests and Criteria"; 1/

2. Commends the Secretary-General for the timely publication of the eighth revised edition of the Recommendations on the Transport of Dangerous Goods 4/ in all the official languages of the United Nations;

3. Requests the Secretary-General:

(a) To incorporate within the existing Recommendations of the Committee of Experts on the Transport of Dangerous Goods all the new and amended recommendations approved by the Committee at its eighteenth session;

(b) To publish the new and amended recommendations in all the official languages of the United Nations, in the most cost-effective manner, not later than the end of 1995;

(c) To publish in the most cost-effective manner, the rationalized "Manual of Tests and Criteria" in English and French not later than the end of 1995, and in all other official languages of the United Nations as soon as possible;

(d) To circulate the new and amended recommendations, including the "Manual of Tests and Criteria", immediately after their publication to the Governments of member States, the specialized agencies, the International Atomic Energy Agency and other international organizations concerned;

4. Invites all Governments, the specialized agencies, the International Atomic Energy Agency and the other international organizations concerned to transmit to the Secretary-General their views on the Committee's work, together with any comments that they may wish to make on the amended recommendations;

5. Invites all interested Governments, regional commissions and specialized agencies and the international organizations concerned, when developing appropriate codes and regulations, to take full account of the recommendations of the Committee;

6. Requests the Secretary-General to take all necessary steps for ensuring secretariat representation of the Committee of Experts on the Transport of Dangerous Goods at appropriate meetings of international organizations committed to implementing the recommendations of the Committee or involved in the process of global harmonization of classification and labelling systems for chemicals;

7. Approves the programme of work of the Committee and its Subcommittee of Experts on the Transport of Dangerous Goods for the biennium 1995-1996, as well as the working arrangements, and the priorities of work for that biennium, as follows:

(a) Global harmonization of classification criteria (implementation of chapter 19 of Agenda 21), 5/ in accordance with draft resolution II of the Committee on the role of the Committee in the development of a harmonized system

of classification and labelling of chemicals for implementing chapter 19 of Agenda 21;

(b) Reformatting of the Recommendations on the Transport of Dangerous Goods into a model regulation;

(c) Review of the recommendations on the transport of dangerous goods in multimodal portable tanks;

(d) New or revised recommendations on the transport of dangerous goods;

8. Requests the Secretary-General to maintain the appropriate staff resources for the service of meetings related to the work of the Committee and its Subcommittee, in view of the new programme of work which includes as a high priority the global harmonization of classification criteria;

9. Also requests the Secretary-General to submit a report to the Council in 1997 on the implementation of the present resolution.

DRAFT RESOLUTION II

Role of the Committee of Experts on the Transport of Dangerous Goods in the development of a harmonized system of classification and labelling of chemicals for implementing chapter 19 of Agenda 21

The Economic and Social Council,

Recalling its resolution 468 (XV) G of 15 April 1953, in which the Council established the terms of reference of the future Committee of Experts on the Transport of Dangerous Goods, in particular as regards its role in recommending and defining groupings or classifications of dangerous goods on the basis of the character of risk involved, and recommending marks or labels for each grouping or classification which should identify the risk graphically and without regard to printed text,

Recalling also its resolution 645 (XXIII) G 26 April 1957, in which the Council invited the Secretary-General to continue his consultations with the Director-General of the International Labour Office on the best means of avoiding any overlapping of the work of the Committee of Experts on the Transport of Dangerous Goods with any work being undertaken in this field by the International Labour Organization,

Recalling further its resolution 1993/50 of 29 July 1993, in which the Council invited all Governments and the international organizations concerned with the implementation of chapter 19 of Agenda 21, 5/ and participating in the development of a globally harmonized system of classification and labelling of chemicals, to avoid duplication of work and to ensure that, to the greatest extent possible, the new system drew on, or was compatible with, the internationally well-recognized and implemented system developed by the Committee of Experts on the Transport of Dangerous Goods,

Bearing in mind that the Commission on Sustainable Development, at its second session, when reviewing progress in the implementation of Agenda 21 and, in particular, the sectoral cluster "Toxic chemicals and hazardous wastes", endorsed the Priorities for Action adopted by the International Conference on Chemical Safety for the implementation of chapter 19 of Agenda 21, and welcomed in particular the targets and timetables agreed upon, 6/ including the date of 1997 for finalization of the technical work on classification criteria, 7/ and that the Commission called upon United Nations bodies and other international organizations to improve international coordination to avoid unnecessary duplication of efforts and to strengthen the International Programme on Chemical Safety, 8/

Recalling its decision 1994/300 of 29 July 1994, in which it endorsed the decisions and recommendations contained in the report of the Commission on Sustainable Development, 9/ with the exception of that contained in chapter I, paragraph 24, and invited inter alia, organs of the United Nations system to implement those decisions and recommendations and to take the necessary action to give them effective and transparent follow-up,

Noting that the Committee of Experts on the Transport of Dangerous Goods, to accelerate the work on global harmonization, is already cooperating with the International Labour Office, the World Health Organization, the United Nations Environment Programme and the Organisation for Economic Cooperation and Development as regards criteria for health hazards and hazards to the environment,

Noting also that the Committee of Experts on the Transport of Dangerous Goods, after four years of fruitful work, has just finalized an extensive revision of its "Manual of Tests and Criteria", 3/ related to the classification of flammable, explosive and reactive materials,

Noting further that the Director of the International Programme on Chemical Safety and the Director of the Working Conditions and Environment Department of the International Labour Office have requested the Committee of Experts on the Transport of Dangerous Goods to elaborate proposals for globally harmonized criteria for the classification of explosive, flammable and reactive materials, on the basis of the newly revised "Manual of Tests and Criteria", which should take account of aspects not necessarily covered under transport safety regulations, that is, of other aspects also such as the protection of workers, consumers and the general environment, in collaboration with experts as regards these aspects, 10/

Confirming the need for the Committee of Experts on the Transport of Dangerous Goods to participate actively in relevant activities associated with the implementation of Agenda 21, and to cooperate not only with international bodies involved in activities related to the transport of dangerous goods but also with those involved in other aspects of chemical safety,

1. Notes with satisfaction that the Committee of Experts on the Transport of Dangerous Goods has taken the necessary steps to collaborate with the international bodies and international organizations concerned with the implementation of chapter 19 of Agenda 21, in particular for the purpose of

establishing and elaborating a harmonized classification and labelling system for chemicals, and to strengthen its links with the International Programme on Chemical Safety;

2. Requests the Committee of Experts on the Transport of Dangerous Goods, as a high priority in its work programme in accordance with draft resolution I of the Committee on the work of the Committee:

(a) To elaborate, by the end of 1996, as requested by the International Programme on Chemical Safety and the International Labour Organization proposals for globally harmonized criteria for the classification of explosive, flammable and reactive materials, on the basis of the newly revised "Manual of Tests and Criteria", taking account of aspects not necessarily covered under transport regulations, such as protection of workers, consumers and the general environment, in collaboration with experts from the International Labour Organization and the Programme;

(b) To continue collaboration with the International Programme on Chemical Safety for the implementation of chapter 19 of Agenda 21;

3. Requests the Secretary-General to convene, in consultation with the Director-General of the International Labour Office, meetings of experts in the classification of physical hazards during sessions of the Subcommittee of Experts on the Transport of Dangerous Goods, or in conjunction with those sessions, taking into account, on the one hand, the programme of work of the Committee and its Subcommittee and, on the other, the calendar of conferences and the availability of resources to service such meetings.

II. GENERAL ASPECTS OF THE WORK OF THE COMMITTEE

2. The transport of dangerous goods is regulated in order to prevent, as far as is possible, accidents to persons or property and damage to the means of transport employed, to other goods and to the environment. At the same time, regulations must be framed so as not to impede the movement of such goods, other than those too dangerous to be accepted for transport. With that exception, the aim of regulations is to make transport feasible by eliminating risks or reducing them to a minimum. It is a matter of safety no less than of facilitating transport.

3. The Committee of Experts on the Transport of Dangerous Goods and its Subcommittee are developing recommendations in the light of technical progress, the emergence of new substances and materials, the exigencies of modern transport systems and, above all, the requirement to ensure the safety of people, property and the environment. They cover principles of classification and the definition of classes, listing of the principal dangerous goods, packing, marking, labelling, multimodal tank transport, documentation and consignment procedures.

4. The recommendations aim at presenting a basic scheme of provisions that will allow national and international regulations governing the various modes of transport to develop within it in a uniform fashion; yet they remain flexible

enough to accommodate any special requirements that might have to be met. It is expected that Governments, intergovernmental organizations and other international organizations, when revising or developing regulations for which they are responsible, will conform to the principles laid down in these recommendations, thus contributing to world-wide harmonization in this field.

5. After 40 years, the United Nations Recommendations on the Transport of Dangerous Goods have become the acknowledged source of technical provisions and are implemented world wide. Many Governments, in different continents, have based their national legislation concerning the transport of dangerous goods on these recommendations. The recommendations are also implemented through the major instruments used for regulating the international transport of dangerous goods, such as:

(a) The International Maritime Dangerous Goods Code (IMDG Code), published by the International Maritime Organization (IMO);

(b) The Technical Instructions for the Safe Transport of Dangerous Goods by Air, published by the International Civil Aviation Organization (ICAO);

(c) The European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), published by the Economic Commission for Europe (ECE);

(d) The European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), prepared by ECE;

(e) The Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), published by the Central Office for International Carriage by Rail.

6. The Committee's role is now twofold: to adapt the recommendations to technological progress, so that they remain relevant and practical; and to respond to suggestions from the modal authorities for amending the recommendations to promote total harmonization.

7. The Committee performs those functions within a sensitive context, in which pressure is growing to control the risks to the public and the environment that are associated with dangerous substances. The Committee is sufficiently competent and well structured to make recommendations that strike a sensible balance between undue risks on the one hand, and unwarranted restrictions on trade on the other.

8. The Committee's work obviously benefits countries involved in extensive international transport of dangerous goods. Increasingly, those benefits also apply to developing countries as they build up and increase their industrial potential and find it necessary to create or further develop their legislation and technical regulations. The Committee is open to all who have an interest in and are confronted with the transport of dangerous goods.

III. WORK OF THE COMMITTEE DURING THE BIENNIUM 1993-1994

A. Meetings held during the biennium 1993-1994

9. Since the substantive session of 1993 of the Economic and Social Council, the following meetings have been held (the symbol in parentheses is that of the report of the Subcommittee or Committee concerned):

(a) Subcommittee of Experts on the Transport of Dangerous Goods: seventh session, 12-21 July 1993 (ST/SG/AC.10/C.3/14); eighth session, 22-30 November 1993 (ST/SG/AC.10/C.3/16); ninth session, 4-15 July 1994 (ST/SG/AC.10/C.3/18 and Add.1-4);

(b) Committee of Experts on the Transport of Dangerous Goods: eighteenth session, 28 November-7 December 1994 (ST/SG/AC.10/21 and Add.1-4).

10. The following 19 countries participated in the work of the Committee and of its Subcommittee as full members: 11/ Argentina; Belgium; Brazil; Canada; China; France; Germany; India; Italy; Japan; Mexico; Morocco; the Netherlands; Norway; Poland; the Russian Federation; Sweden; the United Kingdom of Great Britain and Northern Ireland; and the United States of America. The Governments of Australia, Austria, Finland, the Islamic Republic of Iran, Nigeria, Spain, Switzerland and Ukraine were represented by observers. The Commission of the European Communities, and 21 specialized agencies and intergovernmental and non-governmental organizations also participated.

11. Liaison was maintained with the international bodies or organizations responsible for individual modes of transport, in particular ECE (for inland transport in the ECE region), ICAO, IMO and the Central Office for International Carriage by Rail.

12. The Committee paid special attention to the coordination of its own activities with those of other international organizations whose activities impinge on the field of transport of dangerous goods, such as the International Labour Office, the World Health Organization (WHO) and the United Nations Environment Programme (UNEP), to ensure that their work would complement, rather than duplicate or clash with, existing agreements and instruments on the safe transport of dangerous goods.

B. Work of the Subcommittee of Experts on the Transport of Dangerous Goods

13. The Subcommittee of Experts on the Transport of Dangerous Goods meets once or twice a year, alternatively, and prepares recommendations for endorsement by the Committee. More specifically it:

(a) Recommends and defines groupings or classifications of dangerous goods on the basis of the character of risk involved, as well as criteria for classification;

(b) Lists the principal dangerous goods moving in commerce and assigns each to its proper grouping or classification;

(c) Recommends marks and labels for each group or class to identify the risk graphically and without recourse to printed text;

(d) Recommends the simplest possible requirements for transport documents covering dangerous goods and for consignment procedures in general;

(e) Recommends requirements for safe packing of various types of goods and requirements for the construction, testing and certification of packagings and intermediate bulk containers, having regard to technological developments in packing materials;

(f) Recommends requirements for the construction and operation of multimodal tank-containers.

14. During the biennium 1993-1994, the Subcommittee discussed more specifically matters concerning packing methods for explosives, transport of gases, rationalization of the "Manual of Tests and Criteria" (for classification of dangerous goods), matters related to packagings and intermediate bulk containers, routine listing and classification of dangerous goods, revision of provisions related to multimodal tank-container transport, and segregation requirements for dangerous goods.

15. The work of the Subcommittee was considered by the Committee at its eighteenth session; on the basis of that work, the Committee adopted new and revised recommendations on the transport of dangerous goods. 2/

C. Follow-up to the United Nations Conference on Environment and Development, and Agenda 21

16. In response to General Assembly resolutions 47/190 and 47/191, the Committee has taken steps to give effective follow-up to Agenda 21, adopted by the United Nations Conference on Environment and Development in June 1992, in particular to chapter 19 of Agenda 21 on the "Environmentally sound management of toxic chemicals including prevention of illegal international traffic in toxic and dangerous products". The activities of the Committee are in themselves particularly relevant to the objectives of this chapter, in the programme areas on the harmonization of classification and labelling of chemicals (see para. 13 above), on the establishment of a risk reduction programme (see para. 3 above) and on the strengthening of national capabilities and capacities for management of chemicals (see para. 4 above).

17. In accordance with the recommendations of chapter 19, the Committee has increased its cooperation with other organizations concerned with chemical safety, in particular WHO, ILO, UNEP and their IPCS, the Organisation for Economic Cooperation and Development (OECD) and the International Forum on Chemical Safety, established by the International Conference on Chemical Safety, held in Stockholm from 25 to 29 April 1994. The main area of cooperation is the development of a globally harmonized system of classification and labelling of

dangerous products, and progress has already been made as regards work on health and environmental hazards criteria.

18. As the Committee has just finalized the rationalization of its "Manual of Tests and Criteria", which contains an extensive set of test methods and criteria for the classification of dangerous goods presenting a physical hazard (flammability, explosivity, reactivity), ILO and IPCS have invited the Committee to elaborate proposals for globally harmonized criteria for the classification of such materials, on the basis of this "Manual of Tests and Criteria", which would take account of aspects not necessarily covered under transport safety regulations, that is, of other aspects also such as the protection of workers, consumers and the general environment. Therefore the Committee proposes to the Council the adoption of its draft resolution II which would extend the mandate of the Committee to deal with such questions within the meeting time normally allocated to its programme of work for a given biennium.

D. Publication of the Recommendations on the Transport of Dangerous Goods

19. As requested by the Council in Resolution 1993/50, the Secretary-General has prepared the eighth revised edition of the Recommendations on the Transport of Dangerous Goods 4/ on the basis of the new and revised recommendations adopted by the Committee at its seventeenth session (7-16 December 1992). 12/ This eighth revised edition has been published for official circulation and sale in Arabic (350 copies), Chinese (130 copies), English (7,660 copies), French (1,480 copies), Russian (250 copies) and Spanish (620 copies).

20. The eighth revised edition of the Recommendations on the Transport of Dangerous Goods is also available on electronic support (diskettes).

21. The Committee requested the secretariat to prepare a new revised edition of the Recommendations on the Transport of Dangerous Goods (ninth revised edition) on the basis of the texts adopted at its eighteenth session and to publish it in the most effective manner, without delay, for ensuring quicker implementation by all modes of transport, in all official languages of the United Nations and not later than the end of 1995.

22. The Committee also requested the secretariat to publish the revised supplement to the Recommendations, entitled "Manual of Tests and Criteria", adopted at the eighteenth session, in the most cost-effective manner not later than the end of 1995 in English and French and as soon as possible in the other official languages of the United Nations.

E. Resources

23. The additional professional post allocated to the Transport Division of ECE for the service of the Committee and the ECE Working Party on the Transport of Dangerous Goods in response to Economic and Social Council resolutions 1981/3, 1983/7, 1985/9, 1986/66, 1987/54, 1989/104 and 1991/57 has been filled, as requested in Council resolution 1993/50. The Committee, recognizing the heavy

burden of work placed on the ECE secretariat for its responsibilities in servicing the various bodies concerned with the transport of dangerous goods, expressed its gratitude for the secretariat's contribution to the Committee's success in this biennium. The Committee has recommended, in its draft resolution I, that the Council request the Secretary-General to maintain the appropriate staff resources, in particular in view of the new programme of work which includes as a high priority the global harmonization of classification criteria.

24. Bearing in mind the role of the secretariat in the implementation of the Recommendations on the Transport of Dangerous Goods through cooperation with the secretariats of those international organizations towards which the Recommendations are directed and those cooperating in the process of global harmonization of classification and labelling systems, the Committee has recommended, in its draft resolution I, operative paragraph 6, that the Council request the Secretary-General to take all necessary steps for ensuring secretariat representation of the Committee at appropriate meetings of international organizations committed to implementing the recommendations of the Committee or involved in the process of global harmonization of classification and labelling systems for chemicals.

F. Future work

25. The Committee agreed on the programme of work for its subsidiary body during 1993-1994 in the following areas:

(a) Global harmonization of classification criteria;

(b) Reformatting the Recommendations on the Transport of Dangerous Goods into a model regulation;

(c) Review of the recommendations on the transport of dangerous goods in multimodal portable tanks;

(d) New or revised recommendations on the transport of dangerous goods.

26. Items 25 (b), (c) and (d) above normally fall within the mandate of the Committee and its Subcommittee, as described in paragraph 13. Attention is drawn, however, to item (b). The purpose of this work is to present the Recommendations on the Transport of Dangerous Goods in the new, user-friendly form of a model regulation, annexed to a basic recommendation, that could be directly integrated into all modal national and international regulations concerning the transport of dangerous goods; this would enhance harmonization of national and international regulations, facilitate regular updating of all instruments concerned and result in overall considerable resource savings for Governments of the member States, the United Nations, the specialized agencies and other international organizations concerned. This work would have to be done in close cooperation with all bodies concerned with modal aspects of the transport of dangerous goods, especially those such as ECE, that are currently in the process of restructuring their regulations.

27. Item (a) has been included in the programme of work as a matter of priority within the context of the implementation of Agenda 21. The Committee of Experts on the Transport of Dangerous Goods has been successful, for more than 40 years, in establishing and maintaining a system of classification and labelling of dangerous products. The global world-wide implementation of this system for all modes of transport currently contributes to transport safety and facilitation of trade. However, this system is not necessarily harmonized with other regulatory systems applicable at the national or the international level for the protection of workers, users and the environment.

28. The Committee is already cooperating with international bodies concerned with criteria for health hazards and hazards to the environment. Because of its experience with physical hazards and the rationalization of its "Manual of Tests and Criteria", the Committee was invited by ILO and IPCS to develop proposals in that field (see para. 18). The Committee accepted the request from ILO and IPCS, but as the development of such proposals would imply work in fields falling outside the usual scope of its mandate, the Committee recommends to the Council the adoption of its draft resolution II.

29. This additional work would be done at the working group level during sessions of the Committee and its Subcommittee without additional financial implications.

G. Calendar of meetings for the biennium 1995-1996

30. The Committee proposed that its nineteenth session be held from 2 to 13 December 1996. The Subcommittee of Experts on the Transport of Dangerous Goods should meet three times: from 10 to 21 July 1995, from 4 to 15 December 1995 and from 1 to 12 July 1996.

H. Draft resolutions on the work of the Committee

31. The Committee approved two draft resolutions (see sect. I) entitled "Work of the Committee of Experts on the Transport of Dangerous Goods" (draft resolution I) and "Role of the Committee of Experts on the Transport of Dangerous Goods in the development of a harmonized system of classification and labelling of chemicals for implementing chapter 19 of Agenda 21" (draft resolution II) for recommendation for adoption by the Economic and Social Council.

Notes

1/ E/1995/56.

2/ ST/SG/AC.10/21/Add.1-3.

3/ ST/SG/AC.10/11/Rev.2.

4/ United Nations publication, Sales No. E.93.VIII.1.

5/ Report of the United Nations Conference on Environment and Development, Rio de Janeiro, 3-14 June 1992, vol. I, Resolutions Adopted by the Conference (United Nations publication, Sales No. E.93.I.8 and corrigendum), resolution 1, annex II.

6/ Official Records of the Economic and Social Council, 1994, Supplement No. 13 (E/1994/33/Rev.1), chap. I, para. 161, and sect. E, annex.

7/ Ibid., chap. I, sect. E, annex, programme area B, para. 1.

8/ Ibid., chap. I, para. 159.

9/ Official Records of the Economic and Social Council, 1994, Supplement No. 13 (E/1994/33/Rev.1).

10/ ST/SG/AC.10/C.3/R.559.

11/ Argentina, Belgium, Brazil, Mexico and Morocco became full members of the Committee pursuant to Economic and Social Council decision 1994/222 of 19 and 20 April 1994.

12/ See ST/SG/AC.10/19 and Add.1-6.